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COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

TOPIC Shipments of Soviet Troops and Material

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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DATE OF CONTENT 11 to 27 July 1950

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DATE OBTAINED [REDACTED] DATE PREPARED 15 August 195025X1
REFERENCES [REDACTED]

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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25X1 [REDACTED] 1. A train of 34 heavy duty flatcars, each carrying two trucks, and two freight cars each occupied by about 30 men wearing red-bordered black epaulets, most of them with war decorations, left the Cottbus (N 52/A 57) railroad station on 11 July 1950 at 10:09 a.m. heading toward Berlin. Five to ten soldiers with red-bordered black epaulets, most of them with transportation insignia but some with signal corps insignia, were also on each heavy duty flatcar. The trucks were not loaded.

[REDACTED] No heavy weapons were seen. (1)

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2. A train, still without a locomotive, was apparently being assembled at the Luebben (N 52/A 28) railroad station on 12 July 1950. About 10 a.m. 22 freight cars carrying Russian horses had been coupled together. Soldiers wearing red-bordered black epaulets and war decorations were seen at the train. On the same day a train of 51 railroad cars passed through Koenigswusterhausen (N 53/V 02) about 6 p.m. en route to Berlin. It was composed of heavy duty flatcars and freight cars. Two trucks of [REDACTED] about 20 personnel wearing red-bordered black epaulets and war decorations were on each flatcar. The soldiers presumably were tank troopers. About 30 personnel of the same branch of service were on each freight car. The troops were estimated at 700 to 800 men. (2)

[REDACTED] 3. A train of 8 to 10 freight cars and about 30 flatcars passed through Falkenberg (N 52/E 74) on 18 July 1950 about 4 a.m. en route to Berlin. About 30 personnel wearing red-bordered black epaulets were on each of the freight cars. Each flatcar carried two trucks. Some of the trucks were presumably loaded with bridge equipment. [REDACTED]

4. A train of 30 flatcars, 7 freight cars and 5 passenger coaches was seen at the Stendal (N 53/Y 65) railroad station on 21 July 1950 about 7 p.m. The locomotive which was under steam was headed toward Wittenberg (N 52/E 37). The flatcars were loaded with trucks of different types and sizes, most of them being 2-ton trucks. [REDACTED]

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The personnel in the passenger coaches and in some of the freight cars wore black-bordered red epaulets or black epaulets. The train came from the direction of Rathenow (N 53/Z 15). (4)

5. Train No 86/8624, composed of 40 to 45 flatcars, which had crossed the border at Frankfurt/Oder (O 53/V 63) was seen at the Luebbenau (N 52/A 28) railroad station on 22 July 1950 about 5 p.m. Receiver was [redacted] in Koenigswusterhausen. The freight cars were loaded with trucks of Soviet and US make, most of them 2-ton trucks.

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6. Two gondola cars loaded with coal which had come from Mueckenberg (N 52/A 13) were coupled to the train from Seddin (N 53/Z 52) to Wustermark (N 53/Z 55). The shipment, which was observed on 23 July 1950 at 2 p.m., was consigned to Kech [redacted] in Potsdam (N 53/Z 63).

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7. Six flatcars coming from the Koenigswusterhausen railroad station were observed on 26 July 1950 at 5 a.m. Each flatcar carried a 2-axle new Studebaker radio car. [redacted] Each truck was occupied by one soldier. Receiver was [redacted] in Eisenach (L 51/H 76). (7)

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8. A train of 12 flatcars and 8 freight cars en route from Neustrelitz (N 54/U 54) to Altengrabow (M 53/Z 00) was seen at the Rathenow railroad station on 27 July 1950 at 7 a.m. The flatcars carried four about 40-mm AA guns covered by tarpaulins and ten 2-ton trucks of Soviet make. [redacted] The freight cars were occupied to capacity by personnel wearing black epaulets. (8)

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9. Eleven gondola cars loaded with motor vehicle tires of all sizes, most of them truck tires, were coupled to the train to Luebbenau on 27 July 1950 at 10 a.m. The shipment, which was escorted by three police, was enroute from Koenigswusterhausen to the vulcanization Plant in Niedertreba (M 52/J 68). (9) On the same day two gondola cars loaded with truck tires were observed enroute from Koenigswusterhausen to the vulcanization Plant in Niedertreba. The cars were escorted by three police.

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- (1) [redacted] Comments.
- (2) [redacted] a unit of the 9th Mecz Div. The personnel were possibly recruits. [redacted] The trucks were replacements [redacted] from the U.S.S.R.
- (3) [redacted] the 57th Gds Mtz Rifle Div. There are no indications that this [redacted] is assigned to an engineer unit. An engineer unit of this division was observed while being unloaded in Bad Koesen and passing through Dessau heading north on 25 to 26 July 1950. See [redacted]
- (4) [redacted] the trucks belong to an unidentified unit of the (10th ?) Gun Arty Brig or 18th Ho. Arty Brig of the IV Arty Corps. Guns were apparently missing.
- (5) It is believed that no complete troop unit [redacted] was concerned. The trucks may be replacements from the U.S.S.R.

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Their numbers are unknown. [] confirms the 53rd Central Repair Shop in Berlin-Oberschoeneweide until 22 July 1950.

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- (6) []
- (7) [] confirms the 655th How Arty Regt of the 57th Gds Mtz Rifle Div up to 26 July 1950. [] confirm this division at the Kindel troop training grounds near Eisenach until late July 1950.

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- (8) [] an AAA unit of the 9th Gds Tank Div. The place of destination as Altengrabow is noteworthy. According to previous information only AAA divisions and AAA units of the line divisions have held firing practices on the Mustraw peninsula.

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